



An Board of Health.

Boston, May 14th, 1873.

ORDERED, That, from the first day of June, 1873, until November 1st, 1873, all vessels arriving in this Harbor from the following Ports shall stop at the Quarantine Station, viz: all vessels from any port in Europe, in the Western, Madeira, Canary, or Cape de Verde Islands; in the Mediterranean or Straits thereof, from the west coast of Africa, or around the Cape of Good Hope; from the West India, Bahama or Bermuda Islands; from any American ports south of the Capes of Virginia, including Central and South America; and vessels also arriving from any place in the United States or British America, where they may have touched or traded from any foreign port or place above named.

No such vessel can *leave Quarantine* or *discharge her cargo*, or *any part thereof*, without the written permit of the Port Physician, who is hereby authorized and instructed to take any measures in regard to such vessels, and to make such rules and regulations for their government while in Quarantine, as in his judgment the security of the health of the City may require.

And, for the permit so granted, the Port Physician shall have the right to demand and receive from each vessel, her master or owners, the fee established by the Board of Health.

C. E. DAVIS, JR., CLERK.

Extracts from General Statutes, Chapter 26.

SECT. 34. The Board of Health in each seaport town may, from time to time, establish the quarantine to be performed by vessels arriving within its harbor; and may make such quarantine regulations as it judges necessary for the health and safety of the inhabitants.

SECT. 35. Such regulations shall extend to all persons, goods and effects, arriving in such vessels, and to all persons who may visit or go on board the same.

SECT. 36. Whoever violates any such regulation after due publication thereof, shall forfeit a sum not less than five nor more than five hundred dollars.





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C I R C U L A R.

RULES PRESCRIBING CERTAIN FOG SIGNALS TO BE OBSERVED BY
STEAMERS, SAILING VESSELS, AND OTHER CRAFT.

Treasury Department,

Washington, July 18, 1874.

To Collectors of Customs and others:

The following rules prescribing certain Fog Signals to be sounded by sailing vessels, steamers, and other craft, during a fog or thick weather, adopted by the Board of Supervising Inspectors of Steam Vessels, having been approved by this Department, are hereby promulgated for the information of all concerned:

Every steamer, when under way, shall use a steam whistle. Sailing vessels, and all other craft propelled by sails, shall use a fog horn.

Whenever there is a fog, whether by day or night, the fog signals described below shall be sounded.

Sailing vessels, and every craft propelled by sails, upon the ocean, lakes, and rivers, shall, when on their starboard tack, sound one blast of their fog horn; when on their port tack, they shall sound two blasts of their fog horn; when with the wind free or running large, they shall sound three blasts of their fog horn; when lying to or at anchor, they shall sound a general alarm. In each instance, the above signals shall be sounded at intervals of not more than two minutes.

Sailing vessels, when not under way, and anchored or moored in the channel or fairway of commerce, shall sound the general-alarm signal at intervals of not more than two minutes, and all steamers navigating in a fog or thick weather, shall, by the rules governing pilots, sound their steam whistle at intervals of not more than one minute.

Sailing vessels shall at all times, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching. And upon any craft navigating rivers without being in tow of a steamer, such as rafts, flat-boats, wood-boats, and other like craft, they shall sound a fog horn at intervals of not more than two minutes.

It shall at all times be the duty of steamers to give to the sailing vessel, or other craft propelled by sails, every advantage, and keep out of her way.



Secretary of the Treasury.

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NOTICE TO MARINERS.

(No. 29, of 1873.)

UNITED STATES OF AMERICA—MASSACHUSETTS.

Fog-signal at Cape Cod Light-station.

Notice is hereby given, that a first-class Daboll trumpet has been established as a fog-signal at *Cape Cod Light-station, Highlands of Truro, Massachusetts*, and will be sounded in all thick weather, giving blasts of eight seconds' duration, with intervals between them of thirty seconds.

BY ORDER OF THE LIGHT-HOUSE BOARD:

JOSEPH HENRY,
Chairman.

TREASURY DEPARTMENT,
OFFICE LIGHT-HOUSE BOARD,
Washington, D. C., June 24, 1873.

NOTICE TO MARINERS.

No. 25, of 1878.

UNITED STATES OF AMERICA—MASSACHUSETTS.

Fog-signal at Cape Cod Light-station.

Notice is hereby given, that a first-class Daboll trumpet has been established as a fog-signal at Cape Cod Light-station, Highlands of Town, Massachusetts, and will be sounded in all thick weather, giving blasts of eight seconds' duration, with intervals between them of thirty seconds.

By order of the Light-House Board:

JOSEPH HANCOCK

(Notary)

THIRD DEPARTMENT

Light-House Board

Washington, D. C. June 24, 1878.

Dimensions and Specifications for a Barque Ship
 Length on deck about 97 ft }
 Breadth of Beam " 24 1/2 " } With two decks
 Depth of hold " 14 " }

Hull, Stem, Spars, & Mastpost to be white Oak
 Main Transom live Oak, stanchions, keel timber, & cover
 can. & timbers locust, fore & After Hoods and garboards
 streak, out. Side White Oak, Midships pine, inside
 ceiling, & deck frames pine, to be copper fastened
 as high as she will be coppered wood ends fore & aft
 out side to be copper fastened up to plank shear, to have
 a poop deck, one set of spars, and all the iron work for
 hull, and all the joiner work required, in a similar
 style to the *Sea Queen*, to have 3 coats of paint
 hull & spars, together with glazing & plumbing, to be
 sheathed & coppered on stocks by owners furnishing
 materials, and furnish pumps & one set of gear
 The hull of the ship to be entirely complete inclusive
 of wheel, so the owners will have no ship carpenter
 work to except shathing deck & building by works, & fine
 iron & boat the hull & spars except block makers
 bill, iron work for spars, patent windlass gear and
 air ports,



Book
Matthew Arnold

